

## RAILROADS.

## LOCAL TIME TABLE.

TEXAS AND PACIFIC	
Arrive	Leave
6:05 p. m.	7:00 a. m.
10:30 a. m.	11:30 a. m.
1:30 p. m.	2:30 p. m.
5:30 p. m.	6:30 p. m.

MISSOURI, KANSAS AND TEXAS	
Arrive	Leave
6:30 a. m.	7:00 a. m.
10:30 a. m.	11:30 a. m.
1:30 p. m.	2:30 p. m.
5:30 p. m.	6:30 p. m.

TRANSCONTINENTAL	
Arrive	Leave
6:30 a. m.	7:00 a. m.
10:30 a. m.	11:30 a. m.
1:30 p. m.	2:30 p. m.
5:30 p. m.	6:30 p. m.

FORT WORTH AND DENVER	
Arrive	Leave
6:30 a. m.	7:00 a. m.
10:30 a. m.	11:30 a. m.
1:30 p. m.	2:30 p. m.
5:30 p. m.	6:30 p. m.

GULF, COLORADO AND SANTA FE	
Arrive	Leave
6:30 a. m.	7:00 a. m.
10:30 a. m.	11:30 a. m.
1:30 p. m.	2:30 p. m.
5:30 p. m.	6:30 p. m.

FORT WORTH AND RIO GRANDE	
Arrive	Leave
6:30 a. m.	7:00 a. m.
10:30 a. m.	11:30 a. m.
1:30 p. m.	2:30 p. m.
5:30 p. m.	6:30 p. m.

FORT WORTH AND NEW ORLEANS	
Arrive	Leave
6:30 a. m.	7:00 a. m.
10:30 a. m.	11:30 a. m.
1:30 p. m.	2:30 p. m.
5:30 p. m.	6:30 p. m.

ST. LOUIS, KANSAS AND TEXAS	
Arrive	Leave
6:30 a. m.	7:00 a. m.
10:30 a. m.	11:30 a. m.
1:30 p. m.	2:30 p. m.
5:30 p. m.	6:30 p. m.

WEATHERFORD, MINERAL WELLS AND NORTHWESTERN RAILWAY	
Arrive	Leave
6:30 a. m.	7:00 a. m.
10:30 a. m.	11:30 a. m.
1:30 p. m.	2:30 p. m.
5:30 p. m.	6:30 p. m.

TABLE OF DISTANCES	
Chicago via St. L.	1,000
St. L. via St. L.	507
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## AS TO RAILWAYS.

## JOINT TARIFF ISSUED BY THE MEMPHIS, COTTON BELT

And Santa Fe—Cheap Riding Between Galveston and Houston—Railroad Rumors Thick at Houston.

## A Joint Tariff.

The Memphis, Cotton Belt and Santa Fe lines have issued a joint tariff applying between Springfield, Mo., Fort Scott, Kan., all stations on the Memphis west of Joliet, Ark. and south of Kansas City and all stations on the Kansas City and Southern railway and to points in Texas on the Gulf, Colorado and Santa Fe. Effective May 10, it gives rates in cents per 100 pounds in car load lots to Fort Worth as follows: Class—1 2 3 4 5 A B C D E. Rate 113 103 94 85 67 69 62 53 41 34. Freight rates are as follows: Flour, meal, hominy, grits and oat meal, straight or mixed, 45. Wheat, rye, barley, bran or millstuffs, straight or mixed, 40. Corn and oats, straight or mixed, 35. Packing house products, 75. Meats, hog, smoked, dried or salted, straight or mixed, and lard, in straight car loads, 72. Vegetables, 57. Class rates apply between commodity rates southbound only.

## General Passenger Agents.

A meeting of the general passenger and ticket agents of all the lines in Texas will be held at Dallas today for the discussion of rates and such other questions as may come before the meeting. Some changes may also be necessary in the Texas rate sheet in order to conform with changes recently made in the Trans-Missouri rate sheet. These are unimportant, however.

## THE "KATY'S" NEW CHAIR CARS.

## Seventeen of Them Put on the System to the Great Pride of Receiver Eddy.

George C. Eddy, receiver of the receivers of the Missouri, Kansas and Texas railway, was at the Union depot this morning on his way to Sedalia, says the Kansas City Star. Mr. Eddy returned Saturday from Hot Springs, Ark., where his family is enjoying a temporary vacation. He will return to Hot Springs some time during the week. Mr. Eddy is proud of seventeen new chair cars just put on the St. Charles and the "Katy." They cost about \$4,000 apiece and are the newest things out. The chair is so simple that the greatest man on earth can manipulate the back so as to insure repose. Mr. Eddy believes that a man can get better in one of these chairs than in one of Pullman's berths. The cars are distributed over the entire system. The Missouri, Kansas and Texas is still under the jurisdiction of the United States circuit court of Kansas, and when Judge Brewer left the bench to go the supreme court the "Katy" receivership case was the most important one turned over to Judge Foster. On account of serious illness Judge Foster is unable to give attention to court work, and whenever the receivers want an order, they go to Judge Foster's house to see him. Early in May he will depart for Europe to derive benefit, if possible, from the springs at Carlsbad.

## Tail Lights.

F. B. Murphy, an old-time Texas and Pacific conductor, has returned from Cincinnati, where he was called to attend the funeral of his brother.

J. A. Benson, train dispatcher on the Texas and Pacific, has received telegraphic information that his brother, for many years a passenger conductor on the Cotton Belt, was lying at the point of death in Farmington, Minn.

The Southern Pacific has placed train collectors on a number of the heaviest trains of the California divisions.

The railroads were yesterday still engaged in transporting race men and horses out of Memphis in all directions.

The Cotton Belt property will pass into the hands of the new company—the St. Louis Southwestern—about the middle of May.

The Wisconsin house of representatives has indefinitely postponed a bill reducing passenger rates on railroads to 2 cents per mile.

It is reported that an option on eighty acres of land near Atlanta, Ga., has been secured by the Georgia, Carolina and Northern as a site for machine and car shops.

The Ontario legislature has granted a charter to a company to build an electric railroad from Niagara to Fort Erie, the whole length of the Niagara river.

Conductors, engineers, firemen and brakemen of the Indiana National have struck for six months' back pay. The engineers took the mail cars through without passenger coaches.

John L. Miles of Camden, N. J., has just delivered the third of four new car floats on the Delaware and Maryland. The floats are built to carry eight cars each.

The grading and construction work on the Montgomery, Tusculum and Memphis north of the Alabama river which was suspended in January has been resumed all along the line and will not again be interrupted.

It is stated that 90 per cent of the men now in railroad service are under forty years of age. The industry has been having a larger percentage of old men than any other department. The presidents of sixty-three important railroad systems are under forty-five years of age.

The purchasing department of the Big Four has cut out its expenses for the first three months of this year nearly \$98,000, as shown by the official figures. This has been done with an increase of 33 per cent in mileage and it is claimed that the property has been fully maintained.

Capt. T. W. Whitsart, who has been superintendent of the Carolina Central division of the Seaboard Air Line for the last year, has been appointed superintendent of the Georgia, Carolina and Northern, succeeding Capt. J. A. Dobson, who is now division superintendent of the Richmond and Danville.

The Ohio legislature has passed the bill making it unlawful for railroad companies to employ any person as passenger conductor who has not had two years' experience as conductor on a freight or construction train or any person as freight conductor who has not had two years' experience as brakeman or trainman.

The common pleas court at Philadelphia has decided that the Pennsylvania railroad company is not liable for baggage lost in the disastrous fire at Johnstown, holding that the disaster was unforeseen and came under an act of God, for which the company could not be held responsible.

An eastern statistician estimates the loss to the railroads of this country due to competition to be annually \$300,000,000. If this be the case the business public reaps the benefit of the railroads, for the loss is absorbed by the railroads or by the government.

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